

ATTACHMENT A

ROEBLING GATEWAY

REDEVELOPMENT AREA PLAN

ADOPTED July 1997

Amended - September 2006

CITY OF TRENTON

DEPARTMENT OF HOUSING AND ECONOMIC DEVELOPMENT

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A. DESCRIPTION OF PROJECT

1. Boundaries of Project Area

The specific redevelopment area boundaries are as shown on the attached Boundary and Land Use Map, dated May 1997, amended August 2006. The block and lots included in this entire area are attached to this plan.

2. Redevelopment Plan Objectives

- a. To reinforce & strengthen the existing urban character of the neighborhood and promote a diversity of mutually beneficial land uses to include new housing, (both new construction and rehabilitation), new neighborhood scale commercial uses, neighborhood scale cultural facilities and supportive institutional uses.
- b. To provide a formal vehicular and pedestrian link between the downtown business district, the Trenton Train Station and Route 1 and 129 to the retail, educational & cultural center of the Roebling Redevelopment Area. This infrastructure connection shall mainly be via South Clinton and Hamilton Avenues. To establish this connectivity, physical improvements shall be implemented along Clinton and Hamilton Avenues that may include streetscape upgrades, crosswalks and new signage. Such improvements will to promote the physical & visual integration of the area with the adjoining Roebling Redevelopment Area.
- c. To recognize and preserve the architectural & historic significance of the Area. A portion of the Redevelopment area is in the Greenwood Hamilton Historic District. As such, all exterior changes to properties in the Historic District are subject to the review and approval by the City's Historic Preservation Specialist and/or the Trenton Landmarks Commission.
- d. Redevelop the vacant land at the north east corner of South Clinton and Hamilton Avenues. The allowable uses for this site are governed by the Business B (BB) Zoning District of the City of Trenton Land Development Ordinance. The preferred use for this site is housing or a

combination of first floor retail and upper floor residential. A freestanding parking lot is not permitted on this corner lot.

- e. To preserve & strengthen neighborhood businesses.
- f. Strengthen the existing residential fabric of the area through new in-fill residential development, and rehabilitation of the existing housing stock.
- g. Create appropriate linkages to the Trenton Train Station, both vehicular and pedestrian through the introduction of physical improvements in this area. Improvements along Hudson Street, such as new period lighting, signage, and streetscape upgrades shall be implemented in an effort to create a strong pedestrian pathway from the neighborhood to the Train Station. Additionally, the Greenwood Avenue and Market Street intersection should be reconfigured to recreate a more traditional street grid thereby creating a friendlier pedestrian interface between the Train Station and the Roebling Gateway neighborhood. These changes, in combination with the removal of the existing slip lane will create a more orderly street pattern for traffic flows in this area.
- h. Create a new market rate condominium residential complex at the corner of Hudson Street and Greenwood Avenue, extending through to Tyler Street. This development will be strategically located in close proximity to the Train Station and will benefit from this location. If needed, the city, in conjunction with the redeveloper, shall explore traffic calming improvements needed along Greenwood Avenue at the intersection of Hudson Street and Greenwood Avenue. Care should be taken as related to the massing, building orientation and façade materials. The building should have a significant “front door” presence on Greenwood Avenue, while not turning its back on Hudson Street or Tyler Street. A formal entrance for this complex should also be included on Hudson Street. Façade materials shall be those materials readily found in the Hamilton Greenwood Historic District and complementary to other historic materials in the district. The scale and massing along Greenwood Avenue shall mirror the existing scale and massing of the historic buildings on the south side of Greenwood Avenue between Hudson Street and South Clinton Avenue. This new complex can be no higher than the tallest of the existing buildings (at the time of site plan submission) on this block.
- i. Support the rehabilitation and expansion of the Robbins School located on Tyler Street. As part of the State of New Jersey school construction project, the City of Trenton in conjunction with the Trenton Board of Education sponsored a design competition for the new school. The winning design should be used as the basis for the design of the new school project, complete with all of the proposed community components. In order to construct this project the State of New Jersey will need to

acquire properties on Tyler Street and Benton Street in order to enlarge the site footprint for the new school.

- j. The City shall investigate the feasibility of operating a façade improvement program in the residential sections of this area. This effort could start in the historic district with a combined effort to “brand” the neighborhood through signage, historic markers, period lighting and streetscape upgrades

B. LAND USE PLAN

1. Land Use Provisions & Building Requirements

The land uses proposed for the Project Area are as shown on the attached Boundary and Land Use Map, dated May 1997 and amended August 2006. The Redevelopment Area is designated as a combination of Business B and Residential B zones, which allows for a variety of compatible & mutually supportive facilities. Housing and neighborhood retail and personal service businesses are considered primarily important and must relate to adjacent residential blocks. A combination of housing and neighborhood business services are needed and provide beneficial services to the surrounding residential community and the adjoining Roebling Center. They will also serve to provide a formal entry corridor into the cultural facilities and larger retail businesses of the Roebling Redevelopment Area. Commercial and residential use zoning is the mainstay of urban life and therefore a suitable designation for the Project Area.

Existing properties being utilized for light industrial use in the BB District on the date of the adoption of this ordinance shall remain permitted uses provided the use consists of commercial warehouses, repair and machine shops and processes of assembly, manufacture or distribution and is not a use specifically prohibited in the Industrial A Zone.

Any new light industrial use or the expansion of light industrial uses permitted in the Industrial A Zone are permitted as conditional uses within the BB District and will be subject to the review and approval of the Planning Board, if applicable. These light industrial uses shall be permitted as conditional uses if it can be found, after full Planning Board review and after consideration of reasonable conditions, that the uses satisfy the following three conditions:

- a. They do not have a substantial adverse impact on the existing adjoining neighborhood by substantially limiting the comfortable enjoyment of property rights in the immediate areas, producing noxious odors, creating

substantial visual intrusions, or subjecting adjoining uses to excessive noise, glare, heat or vibrations; and

- b. They have a satisfactory storage and waste disposal plan, can adequately ventilate the facility, and do not create conditions of imminent hazard by utilizing explosive or flammable materials.
- c. The expansion does not include the acquisition of an existing occupied building that is currently a permitted use in the district (as defined by this plan).

In order to receive approval, these light industrial uses must demonstrate that they will meet all applicable building codes and any permanent regulations from the Department of Environmental Protection. An application shall comply with the requirements of the Industrial A Zone provided that a request for a variance or a waiver from the requirements of the Industrial Zone shall not be deemed a “deviation from a specification or standard pursuant to section 54 of P.L. 1975, c291 pertaining solely to a conditional use.”

2. Permitted Land Uses

- a. For the properties at the north east corner of Hamilton & South Clinton Avenues (vacant land) all uses that are permitted in the Business B Zone, including sit-down restaurants and other personal service, convenience businesses or housing shall be allowed. As part of site plan review, the redeveloper shall demonstrate that their building and accompanying site work is in conformance with Historic District standards and does not pose a substantial negative impact on the traffic flow and patterns of the Hamilton and South Clinton Street network. Traffic impact studies shall be performed as necessary to investigate the proposed circulation.
- b. A new market rate condominium residential complex shall be constructed at the corner of Hudson Street and Greenwood Avenue, extending through to Tyler Street. Care should be taken as related to the massing, building orientation and façade materials. The building should have a significant “front door” presence on Greenwood Avenue, while not turning its back on Hudson Street or Tyler Street. As such, a formal entrance for this complex should also be included on Hudson Avenue. Façade materials shall be those materials readily found in the Hamilton Greenwood Historic District and complementary to other historic materials in the district. The scale and massing along Greenwood Avenue shall mirror the existing scale and massing of the historic buildings on the south side of Greenwood Avenue between Hudson Street and South Clinton Avenue. As such this new complex can be no higher than the tallest of the existing buildings (at the time of site plan submission) on this block.

- c. Although surface parking lots are a permitted use under the City of Trenton Business B zoning district, this plan seeks to limit the presence of freestanding surface parking lots along Hamilton and South Clinton Avenues. Freestanding parking lots are not a permitted use along S. Clinton or Hamilton Avenues. The one exception to this restriction relates to those properties on Hamilton Avenue, close to Canal Street that are currently non-conforming uses as per the Business B zoning District. These properties can be developed as freestanding surface parking lots, if all conditions as stipulated in this plan are met. All parking areas over 1,000 sf are subject to the review and approval of the Planning Board. These parking lots shall be subject to the following design and use criteria within the Project Area.

Surface parking lots shall be allowed on the sites of existing vacant land (that were vacant at the time of the (1997) initial adoption of this plan), occupied or vacant structures which now or once housed heavy commercial and light industrial uses including auto sale and repair facilities; all of which are not compatible or consistent with the bordering residential neighborhoods.

All other private or publicly owned properties, which, at the time of the adoption of this plan, contain a structure shall be preserved, and if vacant, either rehabilitated or reconstructed as a permitted use in accordance with the Land Use section of this plan.

Surface parking lots shall be permitted as long as proper screening from street view and neighboring residential properties is provided and it is demonstrated that the lots are necessary for cultural and athletic facilities or neighborhood uses. To meet the projected parking needs of the multiple users of the Roebling Gateway and Roebling Redevelopment Areas, the City will encourage neighboring mixed use developments to promote the sharing of parking facilities by various users since peak demands occur at different times. Parking plans shall include shared parking whenever possible.

At a minimum, the following standards shall be met for all parking lots developed in this area:

- a) Parking lots and parking structures shall be integrated into the overall urban design of the Area and shall not detract from the redevelopment of the adjacent neighborhood.
- b) Each surface parking lot shall provide, in an area equivalent to one parking space for every 25 spaces, landscaping. Depending on the

configuration of the lot, this may include perimeter plantings, decorative or low shrubbery defining pedestrian walkways or landscape islands. These areas shall be formally defined with masonry curbing material (i.e. brick pavers, concrete) and shall contain appropriate shrubs and deciduous trees of no less than 3” caliper provided in the ratio of one tree for each ten spaces. The provisions for street trees as required by the Zoning Ordinance shall be adhered to and may further serve as part of the required buffering between adjoining residential uses. These landscaped areas shall be distributed throughout the parking area, where the configuration and traffic pattern allows, in order to break up the view of long rows of parked cars. All landscaping shall be at a scale that does not impair visibility for maneuvering vehicles and is subject to the review and approval of the City’s Landscape Architect.

- c) In addition to the above landscaping requirements, on the basis of the configuration of the lot and its proximity to residential and historic neighborhoods, any off street surface parking areas for more than 30 vehicles shall also include, as necessary, pedestrian crosswalks, the installation of decorative light fixtures, larger landscaped islands or open spaces to meet tree requirements, decorative fencing and other appropriate design features to assure that the visual character of the lot is compatible with the adjacent residential uses and the historic character of the neighborhood as a whole.
- d) All lighting for off street surface parking areas shall be arranged to shield the light from the adjoining residential neighborhoods. Pedestrian ornamental light fixtures shall be utilized to meet the required lighting levels where possible instead of cobra or pole mounted fixtures.
- e) All off street surface parking lots shall have adequate signage indicating traffic flow and circulation.
- f) Where parking areas abut residential units, depending upon intensity of use of the lot there shall be a five-foot landscape buffer, decorative masonry wall or solid painted wooden privacy fence to screen and separate these two uses.
- g) If developed in close proximity to the cultural, retail or athletic facilities of the Roebling Center, site plans shall accommodate attractive pedestrian connections between the Project Area and the Roebling Center. Vehicular circulation shall minimize conflict with pedestrian access.

proposed plans for rehabilitation of buildings or new construction within the Historic District is subject to the review and approval of the Trenton Landmarks Commission.

- b. Regulations, controls and restrictions regarding the construction of new buildings and rehabilitation of existing buildings shall be determined by the City of Trenton Zoning Ordinance, but the City of Trenton may also make recommendations in site planning and design as seen appropriate in the implementation of the plan objectives.
- c. In order to ensure functional coordination essential to carrying out the objectives of the Redevelopment Plan, developers shall agree to certain controls through such means as are deemed appropriate by City of Trenton. Such controls will be concerned with functional considerations and will not relieve developers of their responsibilities to comply with all ordinances and governmental rules and regulations. The City of Trenton specifically reserves the right to review and approve the developers' detailed plans, final working drawings and specifications.
- d. The right of the City of Trenton to review plans and specifications of new development shall extend for a period of 30 years following the official adoption of this Redevelopment Plan by City Council.
- e. Unless stated below, the existing Zoning Ordinance requirements for RB & BB districts respectively shall apply for bulk and setbacks for new building construction. As stated previously, new building construction shall be compatible with the architectural and historical character of the Project Area.

Maximum Building Height	No higher than the tallest of the adjacent existing structures Not to exceed 3 stories/35' for RB Not to exceed 4 stories/50' for BB
Front Yard	Existing front yard setbacks for adjacent buildings shall be maintained to preserve the street wall. Any new construction at the corner of Greenwood Avenue and Hudson Street shall have a setback from Greenwood Avenue that mirrors the existing setbacks of those building on the south side of Greenwood Avenue between South Clinton Avenue and Hudson Street (existing at the time of site plan submission).
Rear Yard	A minimum five-foot setback is required along Tyler Street from the northwest corner

to the edge of the new residential condominium complex proposed for Greenwood Avenue extending back to Tyler Street. The setback area shall be landscaped with foundation plantings or other appropriate plantings. The landscaping plan for this area shall be reviewed and approved as part of the site plan review process.

Building Materials

In historic districts, the exterior facades of all new buildings shall be principally brick construction similar to that of the existing structures and shall maintain the historic character of details including cornices, trim work, window and door materials and ornamental facade decorations. Facade colors shall be consistent with the historic color palette approved by the Trenton Landmarks Commission. All new building facades shall be submitted for review and approval by the Division of Planning at the time of site plan application to the Planning Board.

C. PROJECT PROPOSALS

1. Land Acquisition

The City, in order to achieve the objectives of this plan, may condemn property within the Redevelopment Area. Additionally, the State of New Jersey, as part of the Robbins School expansion project, may acquire properties in the area of the school. Acquisition of land for surface-parking areas shall be limited to those parcels that contain vacant land or land that is currently being used for as nonconforming use and as defined under section B 2. Of this plan. Some vacant deteriorated residential properties on the interior cross streets may be acquired in order to rehabilitate and redevelop these units in order to eliminate their blighting influence.

2. Redeveloper's Obligations

In order to achieve the objectives of this Redevelopment Plan, developers are to construct improvements in conformity with this plan and begin such construction within a reasonable time as determined by the Department of Housing & Economic Development.

3. Architectural Salvage

The redeveloper will be required to consult with the City's Historic Preservation Specialist prior to the demolition of any buildings and/or structures in the Redevelopment Area and must work with the City to identify potential organizations for removing any salvageable historic architectural elements. Preference should be given to Trenton-based organizations and/or non-profits.

4. Sustainable Design Standards

The City of Trenton is committed to the concepts of sustainability and, as such, seeks to incorporate these concepts into new developments throughout the city. Generally, the sustainable design movement grew out of a strong conservation ideology that seeks to maintain a harmony between our natural environment and our desires to grow. Sustainability requires that we do not consume resources faster than they can be renewed nor produce waste faster than it can be absorbed. First and foremost, the practices set out in these guidelines attempt to integrate into the urban development realm an understanding of the natural processes that make up our environment. For example, attention to the movement of water, wind, sun, and energy across a site can provide opportunities for making the urban environment more comfortable, more ecologically healthy, and more economically viable. Sustainable urban stormwater drainage systems that capitalize on on-site water not only increase groundwater recharge, which enhances the larger ecological structure of the area, but can also reduce the need for irrigation. Appropriate orientation for buildings can reduce heating and cooling costs, as well as mitigate noxious factors such as air pollution. These guidelines promote practices that will provide a greener and more livable environment, while attending to the economic underpinnings of any development project. Sustainable development means economically sensible development, and these guidelines lay out practices that will add value to development projects.

Attached to this redevelopment plan are design guidelines that are made part of this Redevelopment Plan. Generally, all new development in this district should incorporate, to the extent possible, concepts from these guidelines. All new construction projects that are over 50,000 square feet of gross floor area shall meet the intent of these guidelines and developers are required to file the attached rating systems as part of their Site Plan submittals.

D. OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS

The laws of the State of New Jersey require that any redevelopment project be undertaken in accordance with the redevelopment plan for the Project Area.

Further, the proposals in this Redevelopment Plan are in accordance with the local plan objectives and the Master Plan of the City of Trenton. The attached Boundary and Land Use Map, as amended, shall become an overlay map to the existing zoning map of the City of Trenton.

1. Land Use

The Land Use Plan indicates proposed uses following the redevelopment. The land uses shown are in general conformity with the local objectives for the project area, which is designated for residential and neighborhood commercial uses.

2. Density of Population

Due to the proposed in-fill development in this area on lands not previously occupied for residential uses, , population density is expected to increase in this area. This area is well suited for an increase in population density. The entire redevelopment area is within walking distance to the Trenton Train Station. The station, presents a number of transportation options that include, New Jersey Transit rail and bus service, SEPTA service, Amtrak service and taxi service. Additionally, all new construction projects in this redevelopment area will be required to minimally meet the parking standards of the City of Trenton Land Development Ordinance. As allowed under the Residential Site Improvement Standards (RSIS), the Planning or Zoning Board, after careful consideration of the site plan, may grant a de minimis exception to the RSIS parking requirements.

3. Traffic and Transportation

This area is located adjacent to the Trenton Train Station. The New Jersey Department of Transportation is embarking on a \$55 million reconstruction of the Trenton Train Station that will significantly change the face and operation of the station. These improvements, in conjunction with the River Line light rail will present an extraordinary opportunity to revitalize the areas surrounding the station. The public transportation options in this area are multi-modal and include, both SEPTA and NJ TRANSIT regional service, both rail and bus, light rail

service to Camden and intermediate cities, AMTRAK north east rail service and local taxi service. Additionally, this area is easily accessible to Route 1, Route 129 and Route 95.

The City of Trenton recently completed a “Transportation Linkage Plan” for the area around the Train Station. Transportation improvements in this area should closely adhere to the recommendations of this plan. The County of Mercer is also proposing improvements to the intersection of Hamilton and South Clinton Avenues to create a wider turning radius for NJ Transit buses. These changes should improve the flow of vehicular traffic in this area.

4. Public Utilities

Except for the proposed utility work associated with the renovation and expansion of the Train Station, there are no public utility improvements planned for this area. However, as rehabilitation and new construction projects are proposed, the existing water/sewer system will be evaluated for adequacy. If they are determined to be inadequate or in need of repair, appropriate improvements will be made. Developers may be required to contribute their fair share of the cost for off-tract improvements. Pro rata share formulas shall generally be in accordance with Section 315-72 of the City of Trenton Land Development Ordinance.

5. Recreational and Community Facilities

The adjoining Roebling Area will serve not only this Project Area, but the entire City as a center for cultural activities and sporting events. Additionally, the State of New Jersey and the Trenton Board of Education are proposing a major expansion to the Robbins School located on Tyler Street as well as the creation of a new school at the Roebling Site at Mott and South Clinton Avenues. Both of these facilities will include recreational facilities that are intended to be open to the public at specified times to allow the community to take full advantage of these new uses.

6. Open Space

There are currently no public parks within the boundaries of this Redevelopment Area, although open space and recreational facilities are close by and very accessibly to the residents of this neighborhood. Columbus Park, located at the corner of Chestnut Street and Hamilton Avenue encompasses an entire city block and includes, baseball fields, a playground, as well as open spaces with benches. Additionally, the proposed expansion of the Robbins School, located within this redevelopment area, will include open space that is proposed to be both a school and community resource.

The typical residential house in this neighborhood has a small back yard that provides open space for the occupants on the unit. All new housing in this neighborhood will include open space in the amount of 120 square feet per unit as per the open space requirements of the City of Trenton Land Development Ordinance. If, due to site constraints, a redevelopment is unable to meet their open space requirements a \$500 per dwelling unit payment is required. These funds will be placed in special fund and dedicated to open space upgrades in the City. This plan recommends that every effort be made by the city to dedicate funds collected from redevelopers in this area be used in this neighborhood or in an area that will directly benefit the residents of this neighborhood.

7. Regulations and Controls

All standards relating to land coverage, lot dimensions, yard sizes, building heights and the like are governed in accord with the Zoning Ordinance of the City of Trenton as amended, unless specifically addressed in this plan.

8. Relocation Plan

If any temporary or permanent displacement should occur all persons or business displaced by project activities will be assisted in finding other locations and facilities, in accordance with the requirements of N.J.S.A. 20:4-1, et seq., and any other applicable laws. Persons displaced from their homes will be assisted in finding housing which is decent, safe, sanitary and within their financial means in reasonably convenient locations and otherwise suitable to their needs. It is anticipated that there will be sufficient decent, safe, sanitary and affordable housing within the existing local housing market that is available to any such persons displaced.

9. Significant relationship of the Redevelopment Plan to the Master Plans of contiguous municipalities, The New Jersey Development and Redevelopment Plan and the County Master Plan

There are no significant relationships between this redevelopment plan and the contiguous municipalities needing further review. The Redevelopment Plan's stated objectives to create new urban scale housing along with supporting neighborhood commercial and appropriate institutional uses are consistent with both the Mercer County Master Plan and the State of New Jersey Development and Redevelopment Plan. The City of Trenton is a designated Urban Center as defined under the State of New Jersey Development and Redevelopment Plan. Goal #1 of the State Plan is the revitalization of the State's Cities and Towns. Additionally, The County of Mercer Growth Management Plan, Part 1, states as a goal the creation of opportunities for housing development and rehabilitation to serve a full range of incomes and lifestyles as well as to promote the efficient

development and use of public services and facilities and so as to provide for economic expansion and the creation of new jobs

Furthermore, it is believed that the stated objectives of this redevelopment plan will not impact the master plans of contiguous municipalities in any significant way.

10. Consistency with the City of Trenton Master Plan

The vision for this neighborhood as promulgated in the City of Trenton Land Use Plan, effective 1999, is to foster the stabilization of this area as a sound residential community with the gateways to the Roebling Complex along Greenwood, South Clinton and Hamilton Avenue becoming attractive corridors and, enhancing the nearby regional attractions in the Roebling Complex. The Roebling Gateway Redevelopment Area will be overhauled in order to strengthen the adjoining regional attractions. Vacant properties along South Clinton Avenue and within interior residential blocks will be renovated for new housing while vacant properties along Greenwood and Hamilton Avenue will be rehabilitated for either housing, commercial or office purposes.

The City of Trenton “Periodic Re-examination of the City of Trenton’s Land Use Plan and Regulation” as adopted by the City of Trenton Planning Board February 2005, reinforces the vision of the Land Use Plan. Additionally, the guiding principals formulated in the 1999 Land Use Plan are carried through to the 2005 re-examination report. Those principles most germane to this area include:

- Urban development must be both visionary and pragmatic.
- Further development in the City of Trenton should generally follow established development patterns to achieve consistency and compatibility of various land uses. While large-scale development areas can introduce a variety of different land uses, site specific small-scale development should be compatible with surrounding or adjacent land uses.
- The neighborhood character of the City’s residential areas should be preserved. Redevelopment should take place with the minimum disruption of the lives of residents.
- The diversity and special quality of Trenton’s older buildings link the city to its rich historical heritage and give the city a unique character and identity. That quality should be protected.
- In order to create an urban community that works, as a whole, new development should respect the built and natural environments in regard to the choices of scale and materials. Trenton’s historic fabric and its historic resources should be preserved.

The objectives and Land Uses proposed in the Roebling Gateway Redevelopment Area are consistent with the City of Trenton Master Plan. The objectives of this plan seek to move this area closer to the vision outlined in the 1999 Land Use Plan and the 2005 re-examination report.

E. PROCEDURES FOR CHANGING APPROVED PLAN

The Redevelopment Plan may be amended from time to time upon compliance with requirements of law, provided that with respect to any land in the project area previously disposed of by the Department of Housing and Economic Development for use in accordance with the Redevelopment Plan, the Department of Housing and Economic Development receives the written consent of the then owner of such land whose interest, as determined by the Department of Housing and Economic Development, is materially affected.

E. PROJECT MAPS

1. Boundary and Land Use Map
2. Sustainable Design Guidelines and Rating System
3. Project Block and Lots